

in our Health Committee. I urge all my colleagues to support this important legislation, so that this valuable medical device program can continue effectively beyond September 30.

CHANGING LIVES: THE IMPACT OF SPECIAL OLYMPICS

Ms. LANDRIEU. Mr. President, I rise today to say a few words on the impact of Special Olympics. As many of you know, individuals with intellectual disability face an array of challenges in their efforts to secure opportunities to lead quality lives. These challenges affect every aspect of their lives, including their ability to participate in a meaningful way in their communities and society at large.

The Special Olympics were created to address the use of sports as a vehicle for demonstrating the dignity and capability individuals with intellectual disability can achieve. Over the 37 years of Special Olympics history, there is extensive documentation of competition waged, medals won, and barriers overcome around the world. Athletes, families, coaches, volunteers, and spectators have witnessed many small and large miracles through Special Olympics.

One such miracle is Rose Marie Garrett of Baton Rouge, a three-time participant in Special Olympics World games who in 2001 was named Louisiana's Special Olympian of the Year. At age 49, Rose Marie was diagnosed with Dandy-Walker syndrome, a congenital brain malformation that impairs motor development due to a blockage of spinal fluid to the brain. Despite her lifetime of struggle with the physical problems caused by Dandy-Walker syndrome, Rose Marie was able to rise above this barrier and take charge of her life. Not only did she successfully participate in the Special Olympics, but did so while holding a job at the YMCA. However, Rose Marie did not stop her lifetime of hard work with her achievements in the Special Olympics. She has become a strong advocate for this valuable program, and teaches bowling to children, disabled and non-disabled alike. Her message to those working to overcome difficult hurdles is "Work hard and go for your goal. If at first you don't succeed, try, try again. Never give up. I didn't."

Rose Marie is just one of the many success stories in the Special Olympics. In 2004, they commissioned a study of the impact of Special Olympics programs on the lives of its athletes in the United States. This study included survey research of current and former athletes, coaches, and family members from a representative sample of U.S. athletes and coaches. It is the most comprehensive assessment to date of the impact of the Special Olympics experience on the lives of people with intellectual disabilities. In the Special Olympics Impact Study and the Special Olympics Athlete Participation Survey, we see that Special

Olympics has enabled athletes to not only train for sporting events, but also train for life. Through their voices, U.S. Special Olympics athletes have provided Special Olympics with a very positive report card on the impact that Special Olympics has on their lives.

It is my hope that every person faced with intellectual disabilities will have the opportunity some time in their life to participate in the Special Olympics. As exemplified by Rose Marie's experience, overcoming athletic challenges can lead to a successful life. Special Olympics is a program that supports an inclusive and productive society and I look forward to watching what all these individuals will accomplish in the future.

RETIREMENT OF J.J. HAMILTON

Mr. LEAHY. Mr. President, I would like to take this opportunity to publicly congratulate J.J. Hamilton on his retirement as Director of Aviation at the Burlington International Airport.

J.J. and I have been friends since our days together at St. Michael's College, and it has been a great pleasure working with him over the years on aviation, expansion, and economic development issues at the airport in Burlington.

J.J. has been with the airport for 21 years, serving for the past 15 as its top manager. Under his direction, the Burlington airport has been transformed from a sleepy, one-gate operation into an award-winning, 10-gate facility that is a wonderful gateway to our great State of Vermont. The airport has grown to become an important engine in our State's economy.

Perhaps the best words to describe J.J.'s leadership in Burlington are "measured and responsible." As head of Vermont's largest airport, and one that is municipally owned, he has had to delicately balance the urge for large-scale expansion with his financial responsibility to the citizens of Burlington. When opportunities have arisen to attract new air service, J.J. has been careful to make sure that it is sustainable and that the airport grows appropriately to meet the new demand. And when the airport has sought to expand its business offerings, he has worked cooperatively with the neighbors, the National Guard, and the businesses that are based at the airport or that rely on the airport to outline the significance of the development.

I am proud to have worked with J.J. and others to bring the innovative, low-cost air service to Burlington that has fueled record passenger growth at the airport. From JetBlue and Independence Air to the parking expansions to the new gates, J.J. has diligently moved forward not just to compete with the Albanys and Manchesters of the world for passengers, but to make Burlington a destination unto itself.

I ask unanimous consent that a May 11, 2005, Burlington Free Press editorial on J.J.'s accomplishments in Bur-

lington be included at this point in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[The Burlington Free Press, May 11, 2005]

BUILDING AN AIRPORT

J.J. Hamilton has a solid 21-year record at the Burlington International Airport, 16 of them as director, transforming a one-gate operation into today's 10-gate facility that generates \$12 million in revenues.

The growth at the airport has occurred gradually over the years, at a pace that has met Vermont's needs and changing lifestyles. Along the way, Hamilton has been there to make a public pitch for significant improvements such as expanding the parking garage.

Hamilton has presided over one of the most welcoming and attractive small airports U.S. travelers will ever find. Where else do you find comfortable rocking chairs set up in front of picture windows that look out onto runways and spectacular mountain views? Long lines are rare, and visitors are treated to a taste of Vermont with displays of local art, scenic murals and a well-stocked souvenir shop.

In 1997, the airport's garage was built and main terminal expanded for \$19.9 million; a \$25 million expansion was launched five years later. The improvements have encouraged additional airlines to use the facility, securing Burlington International's 2002 distinction as the second-fastest-growing airport in the nation.

Decisions by airlines such as People Express in the 1980s and JetBlue and Independence Air in recent years have added to Burlington International Airport's luster.

For many years, Vermonters drove to Manchester, N.H., Albany, N.Y., or Boston for cheaper flights out of New England. Today, with several low-cost carriers operating out of Burlington, the expanded 1,651-space garage is often crowded with travelers choosing their home airport.

This is especially important for a relatively small state like Vermont, where a healthy business climate requires easy, affordable air service—not to mention the revenues linked directly and indirectly to air travel.

Hamilton's decision to step down as director leaves a void at the airport that might be tough to fill for several reasons.

First, his careful stewardship has established a high bar. The airport set a record for the most significant growth period in the airport's history during Hamilton's tenure, with nearly 635,000 people boarding flights last year.

Second, Hamilton's annual salary of \$85,885 isn't highly competitive with many similar positions elsewhere in the United States, making it that much harder to recruit the best and brightest to fill his shoes. The director of the Albany International Airport in New York, for example, earns \$106,000 annually.

That is not an unusual problem in Vermont, where salaries tend to lag behind those of more urban areas. More often than not, people accept the lower salary in exchange for a higher quality of life. In some cases, out-of-state applicants argue—successfully—for more money.

The city ought to be somewhat flexible with the incoming director's salary, but cautiously so. A high wage doesn't guarantee competence.

Hamilton, 64, has agreed to stay on until his job is filled, and possibly longer. But Vermonters wish him well as he moves on.

Mr. LEAHY. Again, Mr. President, I want to thank J.J. for his many years